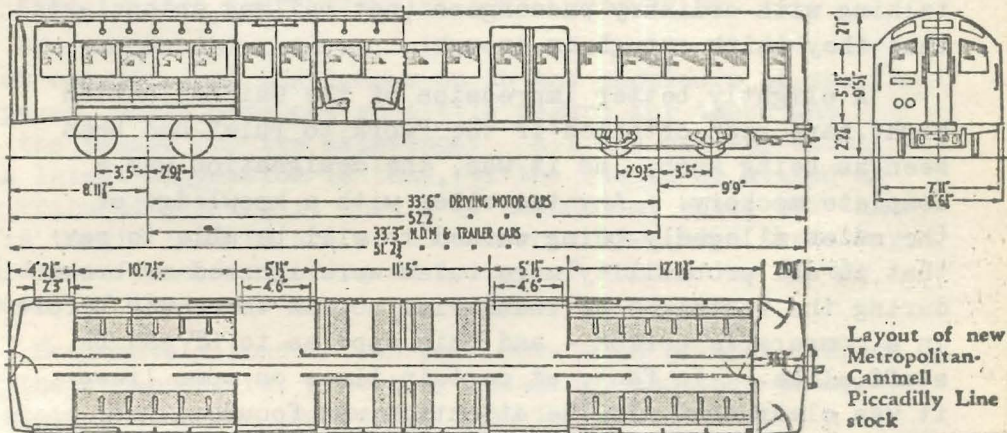


THE JOURNAL OF
THE LONDON UNDERGROUND RAILWAY SOCIETY

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Courtesy Modern Transport

The above drawing appeared in our contemporary 'Modern Transport', circa 1957. We are grateful for their ready co-operation in allowing us to reproduce drawings from their pages - permission for which has been given without question on a number of occasions now.

THE INDUSTRIAL DISPUTE

The so-called "work to rule" introduced by the Unions on the 24th June completely disrupted London Transport train services for two complete weeks, and (which will be much more important in the long run) did very serious damage to the relationship between LT staff and its passengers. As LT staff were not directly involved in the dispute, which was with BR, the whole operation can only be considered in retrospect as unwise in the extreme. This was the third occasion in three years that commuter services in the London area have been badly affected by Union action, and it was very clear from talking with ordinary passengers (not railway enthusiasts) that they think enough is enough.

A slightly better impression of the Unions' action might have been obtained if the "work to rule" had been seen as being such; as it was, the designation was a complete mockery. Any traveller with a knowledge of the rules allegedly being worked to will be able to say that in all probability more rules were ignored or broken during the fortnight of industrial action than ever before in a comparable period - and this applies to LT and BR staff alike. In fact, at certain times on some lines it was clear that all the attention was focussed on observing - in the most exaggerated manner possible - only those rules which could be used to irritate the passengers and further delay the services.

Altogether a most unhappy episode, which was quite unnecessary and only served to alienate a lot of public sympathy for the lower-paid railway workers, many grades of whom should receive more.

ANOTHER ATTEMPT TO GET RID OF THE PASSENGER

At a hearing of the Transport Tribunal in London on the 12th July, when the sitting was to consider the British Railways Board application to increase fares (again!), a considerable discussion took place on what was described as a "quite startling" suggestion that BR were going to insist on passengers changing from one line to another re-booking at the interchange station, through bookings being abolished.

This suggestion has apparently been put forward as a means of making automatic ticket issuing easier, and Council for the Board stated that since the 1962 Act the Board could make any offer it liked to its passengers, and that the Tribunal had no jurisdiction to make the Board issue tickets to stations beyond which they wished to issue tickets, and that it wished to amend its own regulations in the London area so that when a passenger changed trains he should rebook at the place where the change was made.

Coming so soon after the announcement by the Board, before the "work to rule" even started, that if industrial action was indulged in it would make no attempt to run any Sunday trains (a threat they duly enforced on the 30th June) it is becoming abundantly clear that BR have nothing but contempt for the convenience of their customers.

No commercial concern, other than a nationalised one which can off-load its losses on to the shoulders of the taxpayer, would dare pay so little regard for those who are the reason for its existence. All one can say about this latest suggestion is that, if the law is as stated at the Tribunal hearing it should be amended at once, but that it is tragic that BR are so uncommercially-minded that they would even consider taking advantage of such a law at the expense of the passengers' convenience.

Fortunately London Transport have much greater respect for their passengers, generally speaking, and they manage to avoid giving the impression that the man who wants a train or bus to take him somewhere is no more than a nuisance. LT services have deteriorated sadly during the past few years, but there has been none of the arrogance of the BR board from LT - for example, LT did run what services it could on 30 June (see separate note in this issue).

THANKS FROM J.P.THOMAS

In a letter of thanks addressed to the Chairman, after the presentation to Mr. Thomas on behalf of the Society, our nonagenarian member writes referring to "this most original, ingenious and remarkable remnant of the 1925 Tubular Railways that I know so well", and goes on to say later in his letter "I cannot tell you how gratified my wife and

myself are at this most appropriate and most novel gift, and I am sure the only one in the world as such. You will, I am sure, convey my heartfelt thanks to each and every one who bore a part in this gift and from my wife and myself for your unforgettable kindness." An article from Mr Thomas appears below.

AN ADDRESS BY JOHN P. THOMAS
F.I.E.E., C.ENG., M.I.T.

Introduction

1. I was greatly privileged to receive the request of your Society to meet its principal officers at this address on 11th May and looked forward to the visit of the astute and enthusiastic people of the Underground Society, of which I have heard a great deal. The occasion was to commemorate my having attained the rank of nonagenarian, and this includes some 65 years in the promotion and/or management of transportation systems in London and several cities abroad. It also includes 55 years membership of the Institution of Electrical Engineers. I lay claim still to try to be a student of the electro-magnetic phenomena, though quite impossible in these hectic days for any one person, or even half a dozen persons, to keep pace with the amazing impetus prompted by the metallurgists having disclosed secrets in old metals rather than new, which have made semi-conductor transistorised and computerised circuits possible and metals to withstand terrific heat, such as required by modern turbo alternators and by nuclear fission and many other purposes in these remarkable times.

Early Days of Electricity

2. We may look upon electricity as something new in the way of artificial illumination and of power but it is in fact older, for instance, than the steam locomotion now extinct in this country but which served a very great and indispensable industrial need for some 135 years. Yet before this, and actually 175 years ago, "Ampere" propounded the electro-magnetic theory, and at about the same time "Volta" gave his name to the unit of electro-motive force. In the same epoch Dr Ohms propounded the "Ohms Law", which is the practical unit of electrical resistance.

3. These three age-long integral systems of pressure, quantity and resistance form even today the chart and compass of all electrical calculation and design, yet no one can prescribe the components or say what electric power really is or explain the flash of lightning that splits the oak tree. The sensation of an electric shock sometimes produces lurid nomenclature perhaps not for inclusion here except that of the electric wireman, who politely calls it "juice" - an excellent metaphor, and to those who, like myself have had some very severe electric shocks, "hot or boiling juice" might be more realistic, and that is about as near as the nature of electric current can be explained today.

4. The basic properties of steam and petrol and diesel have been well and truly analysed but electricity hardly at all. So here is a problem that your electric enthusiasts might consider. Perhaps they may find the answer, which is as likely to be found in this corner of information and research as any other. This mainspring of civilisation has certainly baffled the scientist for nearly 200 years as regards its constitution.

Parsons Steam Turbo Alternators

5. In the seven-year intensive apprenticeship that I had the privilege to serve under Messrs. Clarke Chapman, the general Electrical and Mechanical Engineers on Tyneside, it was my duty to assist in the maintenance of the earliest Parsons steam Turbo alternators. Charles Parsons (Lord Parsons), the virtual originator of the Turbo generator, occupied a partnership in this firm. The far-seeing, determined and resolute engineer that he was, he decided that the invention commanded a wider factory of its own and thus dissolved the partnership. Parsons conceived the world famous Turbine works at Heaton-on-Tyne. His first experimental Turbo alternator came 144 years ago, of 6-kilowatt capacity. From that apparently tiny beginning, as you will have read, the Parsons company has recently successfully manufactured at Heaton 500,000 kilowatt machines, and a 600,000 one is in hand. One of these alone is about sufficient to provide the power required for the electric lighting of the whole of the county of Surrey.

6. It was the Parsons machine that superseded the original American machine in the Lots Road Power Station and has

provided the major electrical power supply for the London Underground Railways over the past 42 years with the utmost efficiency.

Brown Boveri Steam Turbo Alternator

The Brown Boveri Company of Switzerland have just now produced even a 1-million kilowatt steam Turbo alternator and it is almost impossible to believe that the first machines in service were a mere 6 kilowatts - the germ of the invention that has come to revolutionise the systems of providing the lighting and motive power in world-wide marine and electrical spheres.

Gas Turbine

7. And one may well wonder what next will happen. Will the gas turbine, now well advancing, rapidly replace the steam? Here is another problem that your members may think over.

London United Electric Tramways

8. Whilst at the end of my apprenticeship and electrical studies at the Durham College of Science, which is in Newcastle on Tyne, I received 'out of the blue' an offer to join the Resident Engineer's staff of the B.T.H. Company - the agents of the American General Electric Company of Schenectady - at the Chiswick Works of the London United Electric Tramways, The B.T.H. Company had the complete contract for power supply and the 100 double-deck electric tramway cars - the first in London. After serving as Assistant for some months my chief had to retire on health grounds and I had the great luck to succeed to his job as Resident Engineer and complete the work of equipping the cars and power station, which contained the magnificent vertical Corliss engines of Ellis Chalmers of Milwaukee, U.S.A.

9. All was completed by November, 1900, but, alas, the Board of Trade, who were then the inspecting authority of electric power, declined to pass the system since the drop in E.M.P. at the Kew end of the system was much below standard and it was feared that electrolysis and fusing would occur in water mains and sewers and also affect the delicate instruments in Kew Observatory. This caused greatest concern, as the whole electric system was "all dressed up and nowhere to go". Drop in the E.M.P. was often the trouble in installations of those early times and a simple booster, known as the Highfield booster, at the

end of line boosted back the drop in volts and all was well. But not so in the case of a comparatively large system such as the tramways concern, since no large enough booster was then on the market. Three months were needed to design and make the required booster and thus the whole service, which should have commenced in October, 1900, did not do so until near Easter the following year.

10. This system was over-capitalised and whilst carrying great volumes of traffic, especially at week-ends to Kew and Richmond from Shepherds Bush and Hammersmith, it became impossible to make financial ends meet and the Yerkes Underground Railway administration came in and acquired the whole property in about the year 1906.

11. However it was rarely if ever that an electric tramway paid its way and the main cause was that by Act of Parliament the Companies were compelled to maintain in good condition not only the tramway tracks and the space between the tracks but also 2ft. on the outside of the tracks. This area was practically half the whole roadway, used by buses, drays and other heavy commercial vehicles, the maintenance of which had to be financed out of the very cheap fares. It was an iniquitous condition and the cause of the tracks and road not being kept in perfect alignment. The life of the electric tram system was a mere 25 years and would have been shorter but for the first world war. Then came the internal combustion engine and this completed the demise of the tram, which, subject to the growing pressure of road traffic, became an anachronism.

Croydon Corporation Electric Tramways

12. Whilst the B.T.H. contract for the London tramways was under way the Croydon Corporation Electric Tramways came into view, and it was then my duty also to equip the first 25 cars and the power station with Bellis Morcombe and General Electric generators.

Lack of Underground Advantages in Croydon

13. Croydon Borough today has nearly half a million population and is one of the most progressive commercial and cultural outer suburbs, alas far removed from Underground railway advantages. It is to be hoped that when Underground Line No. 7 - the Victoria Line - is extended to Streatham it will be continued the remaining $3\frac{1}{2}$ miles to Croydon and Purley,

to provide service to the West End and beyond without change of carriage. Even at this distance from Croydon to Walthamstow, Line No 7 would still be the shortest of all the London Underground lines.

Central London Line

14. At about this time (1902) the Central London Line had opened for traffic (July 1900, by King Edward VII) and was carrying already 100,000 people in its exactly 6-mile length. In fact, upon the return of the City Imperial Volunteers from the Boer War, in their march to their Mansion House reception 200,000 passengers were carried in that day, which astonished the press and public as the capacity of the Underground system. The central London Railway, however, ran into grave trouble of vibration, particularly to houses in Bayswater Road, though the line at that site was 70 feet below ground. The cause was the too heavy axle load of the electric locos and the rigidity of track. These heavy motors were gearless and practically unsprung. As the B.T.H. Resident Engineer I was pitchforked into the dilemma and served upon an investigating Committee appointed by the Board of Trade and the Company. The first approach was the installation of geared motor equipment of the tramway type into the framework of existing locos, which reduced the axle load from 12 tons to 9 tons. This device lessened the seismograph pulsation yet the ornaments on the mantelpieces still trembled. Something more was inevitable and this for the first time in this country the "Sprague" multiple unit master controller equipment manufactured in Schenectady at the General Electric Works was adopted. Two experimental trains, or rather temporary alterations to the ends of 4 trailer cars converted to motor cars with axle loads of $6\frac{1}{2}$ tons, proved that multiple unit was the complete answer. Consequently 64 new motor cars, largely of steel, were at once built in Birmingham - 32 at Saltley Works and 32 at Smethwick - and these provided the complete service of 27 x 7-car trains and led the way to the universal adoption of multiple unit in this country.

15. The new system worked most efficiently. Immunity from failures and delays was so outstanding that in one period of 4 weeks not a second's delay occurred and the Mechanical

Engineer was presented with a pair of white gloves to mark the event. A reason for this immunity was that the Central London was worked upon the "third rail" system, which cuts out the fourth rail and its complication of track and collecting shoes and cables.

Great Northern & City Tube

16. At about this time (1903) the B.T.H. Company were awarded the contract for the complete electrification of the Great Northern & City Tube, which included current rails, power station, the 77 large cars and the lighting of the system. The responsibility for this installation came within my orbit as London Resident Engineer. This line of 16ft. diameter tunnels - 4ft. $1\frac{1}{2}$ inches larger than standard - was designed to extend the Tube service forward to the Great Northern Suburban steam line tracks and electrify them to give through service to Wood Green and Muswell Hill. The financial climate then, however, was such that the bold purpose has to be relinquished. The cost of Tube railway tunnelling, as you know, increases as the square of the diameter. These 16ft. tunnels involved great capital outlay, which ruled out the line from paying its expenses. The Company then went into liquidation. The Metropolitan Railway Company bought it "for a song" but never made it pay.

17. The object of this very large 16ft. diameter was that the Great Northern trains with doors accidentally opened would clear the tunnels. Thirty years later the through scheme was considered in the £40 million programme of the Transport Board of 1935 but the cost of operation and other features caused it to be deferred again.

18. The scheme, in face of the strangulated road traffic, is sure to be revived and by adopting the smaller carriages of the standard Tube in place of full-size main line stock there would be economies in the capital cost of stock and of operation. If then the 12ft Tube (instead of the 16ft.) is extended from Moorgate to Liverpool Street Station, for which plans were made, this will enable a very fine through electric service from Liverpool Street to the Northern Suburban territory.

19. It is of interest to record that in 1903 the Walthamstow Council pressed for the Great Northern & City Tube to be extended from Finsbury Park in tube to Walthamstow and considerable public agitation ensued to relieve the congested Great Eastern Walthamstow Line. Money again killed that scheme, but the new Victoria Line - Line No. 7 - will serve

a great need in the North-East of London and will provide the first automatic passenger electric railway in this country, proceeding from North-East diagonally across London to the South-West, engaging many of the principal pivotal points of heavy interchange traffic, both Main Line and Underground, en route. This Victoria Line No. 7 will prove to be a masterpiece in geographical direction and technologically advanced equipment and in the special consideration to be given to the best amenities and speed of Underground travel.

Conversion of District Railway Signalling
from Manual to Automatic Working

20. One day whilst serving the Great Northern & City Company I received "out of the blue" a telephone message to go and see the General Manager & Chief Engineer (Mr J.R. Chapman) of the Yerkes Group. Having upon the Great Northern & City Line installed the first Westinghouse track circuit signalling on Tube railways with success, with, of course, the assistance of the Westinghouse Company, Chapman asked me to join the Group as Signal Engineer of the District Railway to convert from manual to automatic working. This I accepted, and after compiling the first book of rules on automatic signalling here, the Yerkes Group drafted me to the Tube Lines, then nearly completed and their operation in sight, to superintend the organisation of the lines, which included the complete maintenance and the running of the three Tubes, i.e. Bakerloo, Piccadilly and Hampstead & Highgate Lines.

Achievements of Yerkes Group of Engineers

21. This then formed the nucleus of my service with the Underground Electric Railway Company of London Ltd. which Chas. Yerkes of Chicago financed and brought into existence. His six lieutenants - Chapman (Chief Engineer), Ward (Rolling Stock), Knapp (Draughtsman), Hanson (Permanent Way), Mandelick (Secretary) and Fortenhaugh (Mathematician and Scientist) - great experts in their several spheres - built the three Tube Railways, Bakerloo, Piccadilly and Hampstead, across London with their 30 stations, electrified the 30-mile District Railway, built the famous Lots Road generating station - the first all-traction turbine alternator station in the world and its 34 substations - and acquired the London United Tramways. The Yerkes Group of Engineers arrived in

London in 1900 and left in 1907 - an amazing 7-year feat. I have rightly felt some measure of pride in having been associated with the speed and efficiency of their achievement.

Experience with London Transport

22. At this point I must break off this dry story and tell you of the next phase of experience - the privilege of serving the Underground, omnibus and Green Line Coach systems under Lord Ashfield, with whom I was in conference almost daily for 40 years. When finally retiring from the Transport Board as Chief Officer of London Underground Shelters in the second World War (1945), in which 60,000,000 people came for nightly shelter and where the facilities of food and hygiene presented new below-ground problems, my association with the London Underground Railways in their installation and management extended some 45 years.

Appointments enjoyed

after Retirement from London Transport

23. Very happily after this retirement I enjoyed accepting appointments in several cities abroad, such as Havana, Lisbon, Kingston, Auckland and Istanbul in consultative advice. This has prevented my rusting out by keeping reasonably active, which is the great problem of retirement.

I would wish to compliment you upon your zest in various railway pursuits and to thank you for receiving so keenly the rambling things that I have had to say; also to record the pleasure of having your officers at my home. I trust that you will accord me this privilege again at some future time.

Sincerely,

JOHN PATTINSON THOMAS
F.I.E.E., C.ENG., M.I.T.

TRAINS RUNNING ON THE 30TH JUNE 1968

While British Rail was completely shut down on 30 June LT managed to run a few trains despite the "work to rule". Details of these are as follows.

District Four trains working a 20-minute service between Putney Bridge and Tower Hill only, from about 08.00.

Piccadilly Approximately a 25-minute service between

Hammersmith and Arnos Grove; the western destination was described as Barons Court.

Northern Five trains worked a service between Kennington and Archway via Charing Cross.

Services on all the above lines ceased about 20.30, and no other lines opened at all throughout the day.

SOCIETY NOTICES

Journal Please help to get some more members for the Society, so that we can afford to increase the number of pages in the Journal; the stock of interesting articles, letters and news flashes has rarely been better than it is now, to say nothing of reviews and odd items - but there is a limit to what will go into (or on to!) 16 pages.

The next instalment of the chapter on "Thames Tunnels" from "Under London" by F.L.Stevens has had to be held over to next month due to lack of space, as have a number of interesting and topical items.

PILOT PHOTOGRAPH APPROVAL SERVICE A pilot Photograph Approval Service has been started by the Photograph Section. If this service is a success it will be greatly expanded to cover more Underground subjects and give a greater selection of photos of subjects now covered. Below is a list of subjects now available, followed by instructions for ordering.

Now Available

Tube Stock - Pre-war and Post-war types.

Surface Stock - Pre-war and Post-war types

Service Stock - Past and Present

Steam Locos - Met, District, also the 'tube-size' locos of the C.L.R. & C. & S.L.R.

Stations - Interior and Exterior, various dates

Disused Stations and Lines - including Highgate High Level, Wood Lane C.L.R., Alexandra Palace Branch.

All photographs are postcard size.

All photographs are Copyright

Prices

All these photographs cost 9d each, but please add 9d for each selection received to cover Postage and Packing.

How to send for a Selection of Photographs

Please send details of your requirements to the Photo-

graph Sales Manager, K.G.Harris, 19 Bloomfield Road, Harpenden, Herts. Selections of up to 20 photos can be sent to members on approval. Any unwanted prints must be returned within seven days with a cheque or postal order for photos purchased plus the 9d P & P charge.

Officers The following changes have recently taken place.

Registrar Roy Labrum has had to resign owing to pressure of work. Roy has done this job ever since the formation of the Society, and the Committee would wish to express to him their gratitude for the quiet efficient way in which he has carried out his duties. The Registrar is the first official new members come into contact with, which makes it one of the most important posts of all - first impressions count so much. Roy has done very well indeed. His place has been taken by Malcolm Connell, 6 Redcliffe Street, London, S.W.10.

Exhibition Organiser - Peter Holman

Assistant Sales Manager - Charles Brunt

Both the above have also resigned for various reasons; Charlie because of pressure of studying, while Peter has left London to live up in the north.

To both of them we extend the Society's thanks for all the hard work they have put in on our behalf. For the moment, at least, the Committee have decided not to fill either vacancy.

The Thompson Collection The Society has been extremely fortunate in acquiring by way of gift a very valuable collection of books, maps, drawings, photographs, cuttings and unpublished papers on the Metropolitan Railway. This Collection has been assembled over a number of years by Mr Ian Thompson, who has now most generously donated it in its entirety to the Society. The Collection as it stands is so comprehensive and homogeneous that it would be impossible to split it up into its component parts, sending some items to the Library, some the the Photograph Collection and so on. The Collection will therefore be kept complete, to be known as The Thompson Collection and a Custodian will shortly be appointed, after which it is hoped to arrange for members to see at least part of the contents at a meeting fairly soon.

The Committee would like to express the thanks of the Society to Mr. Thompson for his very generous gift, and to express the hope that when it is placed on display to the members Mr. Thompson might come along to the meeting himself.

26 Modelling Further to the note at the bottom of page 68 of this volume, it may be remarked that the model railway press had a bumper month for Underground subjects in May - The Railway Modeller published drawings of 1967 (Victoria Line) Tube Stock and the Model Railway Constructor brought out a different drawing from the well-known one of the Met Electric Loco - this includes the often omitted windows to the left of the single sliding door and the original Met style nameplates.

Advertising in the Journal As an experiment it has been decided to accept advertisements from members for insertion in the Journal. These adverts should have some bearing on the Objects of the Society - Undergroundiana for Sale, London lodgings required by provincial members for holidays, etc. The charge will be 1/- for 10 words, or part of 10, with a minimum of 2/-. The Society reserves the right to refuse to publish any advertisement without giving any reason, and payment should be sent in with copy please.

The Chandos Papers The response from members willing to give at least £5 towards obtaining copies of papers on the Wotton Tramway from the Huntington Library has been remarkably good. Although the promises received so far will not cover the complete cost, the Committee are now in touch with the Library as they feel that if only those who are still on the brink of giving will come down in favour of making an offer to help, the battle will be won - and the copies will be ours. Offers to give at least £5 should be addressed to the Editor at 62 Billet Lane, Hornchurch, Essex, stating how much you are prepared to give and how soon it can be made available after being called for.

LETTERS TO THE EDITOR

2 July 1968

Sir,

Centenary of the First Underground Branch

A typographical error occurs in The Journal for June 1968. My letter of 6 May stated that the buildings on the street level at Edgware Road station were completed in January 1928 (not 1929)

167 Cornwall Road,

H.V.Borley

Ruislip.

Editor's Note Mr. Borley is quite right - the error was entirely ours. Apologies to all concerned.

3rd July 1968

Dear Sir,

The letter, published in your Issue No 79 (July 1968) from C.I.Essex, Honorary Secretary, London Transport Railway Club, in which he points out a few errors in Kenneth G.Harris's excellent article "Destination Unknown", prompts me to say that, although East Barnet (Piccadilly Line) never existed as such, I well remember some year ago standing on the platform at Enfield West (now Oakwood) and witnessing an empty train leaving for the depot at Cockfosters. At the rear of the train was a destination plate EAST BARNET.

7 Wyndham Place,
London, W1H 1PN

Yours faithfully,

Hugh Marchant

2nd July 1968

Dear Mr. Davis,

With reference to Mr. Essex's letter (July 1968 Underground) pointing out some errors in my article 'Destination Unknown' which appeared the previous month. I would just like to clarify one point. Mr Essex's statement - "East Barnet never existed" - may be a little misleading; certainly a station known as East Barnet never existed, but as my article was concerned with destination boards I would like to point out that East Barnet boards certainly do exist.

I should like to thank Mr. Essex for his corrections and additions to my article.

19 Bloomfield Road,
Harpenden, Herts

Yours truly,

K.G.Harris

11/6/68

Dear Mr. Davis,

From posters I have seen at several Victoria Line station platforms, it seems that the first trial runs on the Victoria Line will begin on July 7th at midnight. The posters state that electric current at 650 volts will be turned on at the above date and trains will run without further warning.

43 Fairview Road,
South Tottenham London, N.15.

Yours sincerely,

S.Tish

It is understood that the trials were afterwards delayed - Ed.

Wednesday-Saturday 31st July-3rd August Stand at the Model Tramways and Transport Exhibition being held by the Tramway and Light Railway Society at the Bishopsgate Institute, 230 Bishopsgate, London, E.C.2. Times of opening are from noon to 20.00 on the Wednesday, and from 10.00 to 20.00 from Thursday to Saturday.

19.00 Thursday 1st August Library Evening at 62 Devonshire Road, Ealing, London, W.5.

Saturday 10th August Visit to Dagenham Heathway Substation, London Transport. This is one of the few remaining LT substations with rotary rectifiers, and it is not expected that these will last much longer. Names to the Assistant Secretary accompanied by a stamped addressed envelope please AT ONCE - S.E.Jones, 113 Wandle Road, Morden, Surrey.

Commencing Wednesday 21st August, for 6 weeks

Victoria Line Exhibition arranged jointly by London Transport and the Council of Industrial Design. At The Design Centre, 28 Haymarket, London, S.W.1.

19.00 Thursday 5th September 1968 Library Evening at 62 Devonshire Road, Ealing, London, W5.

19.00 for 19.15 Friday 13th September Normal monthly meeting at Hammersmith Town Hall - the first after the summer recess. The Programme for this evening may have to be changed, so details will appear next month.

Friday 11th October President's Address. Details will follow later, but in the meantime please book the date for this important event.

Saturday 12th October Visit to Neasden Depot, LT; please do not book yet, this is just advance notice.

19.30 for 20.00 Thursday 21st November The Channel Tunnel Association have kindly offered places to our Members at the Association's Second Parliamentary Dinner, to be held in the Cholmondeley Room at the House of Lords, with the Viscount Stonehaven, DL, a Vice-President of the Association as sponsor. Tickets are expected to cost £3-3-0 per head, exclusive of wines, and Dinner Jackets will be worn. Any members of TLURS wishing to attend is asked to book at once sending a (non-returnable) deposit of £1 per ticket to - Alan R.Titchener, Mars & Mercury Club, 56 Whitehall Court, London, S.W.1. When booking, please mention TLURS membership.

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